FOR CONGRESS

I am a candidate for Congress from the Third Congressional Eistrict, sub-ject to the rules of the Democratic Frimary.

A. H. DAGNALL

I am a candidate for congress from the Third Congressional district, sub-fect to the rules of the Democratic-Frimary.

JNO, A. HORTON.

I announce myself a candidate for congress from the Third District. I will abide the rules, regulations and results of the Democratic Primary. SHENRY C. TILLMAN.

PRED DOMINICK IS A CANDI-DATE FOR CONGRESS SUBJECT TO THE BULKS OF THE DEMOCRATIC

FOR SOLICITOR

I am a candidate for Solicitor of the Tenth Circuit, subject to the rules of the democratic party. LEON L. RICH.

I hereby announce myself a candidate for the office of solicitor of the Tenth Judicial circuit, subject to the rules and regulations of the Democratic primary. KURTE P. SMITH.

I hereby announce mys-if a can-lidate for solicitor of the tenth ju-lidat circuit, subject to the action of the Democratic party in the en-suing primary election. J. R. BARLE.

FOR SUPERVISOR

I hereby announce myself as a candidate for the office of Supervisor of Anderson county, subject to the rules of the demogratic party.

W. REEVES CHAMBLES.

I hereby announce myself as a candidate for re-election as Supervi-tor of Anderson County, subject to the rules of the Democratic Primary

J. MACK KING.

SUPERINTENDENT OF ED CATION

I hereby amnounce myself a candi-te for the office of Sur-intendent i Education for Anderson county, the to the rules of the Democrat-primary. Platform: Efficiency in a school room, better schools in the fal and mili districts, more Anderson count, girls as teachers and no partiality whatever in selecting teach-

G. T. WILLIAMIC

I hereby announce myself a candi-date for re-election to the only of Superintendent of Education, subject to the rules of the Democratic party. A B. FELTON.

of Education for Anderson, county, ubject to the rules of the Democrationary. I am a candidate for Superintendent

A. W. MEREDITH.

COUNTY TREASURER

I hereby announce myself a centil ate for County Tressurer, subjord the rules of the democratic party.

J. H. GRAIG.

setoby announce myself a candi-for County Treasurer, subject as rules of the democratic party. J. R. C. GRIFFIN.

I hereby announce myself a candilate for County Treasurer, subject a the rules of the democratic party.

S. A. WRIGHT.

I hereby announce myself a candi-date for re-election to the office of Treasure for Anderson county, sub-tant to the rules of the Semogratio

I hereby announce myself a can-lidate for County Transarer, subject to the rules of the Democratic party. W. A. SPEARMAN

SHERIFF

heety emounts myself a coult for therm of Anderson coulty not to the rules of the Deur crafts

Candidates Cards WIFE LOOKED LIKE A LIVING SKELETON

HER HUSBAND FINALLY IN DUCED HER TO TRY TANLAC

OVER A

Had Suffered From Nervous Breakdown And Was In Wretched Shape

"If you had seen me before I began taking Tanlac, you would not believe it was the same person talking to von now." said Mrs. Emma E. Hamilton, one of the best known residents of Ensley, Ala., in telling of the le-markable results she had obtained from the use of Tanlac, the medicine that is accomplishing such wonderful

results in the South.
"Just think of it," continued Mrs. ifamilton, "I have gained eighteen pounds since I began taking the nedicine, and I have only taken two bottles.

"I suffered from a nervous breakdown, and for nineteen months have been in wretched health. I had no appetite, and the little I ate did more harm than good and my sleep was very poor. I was so weak and felt so miserable that it would sometimes take me from breakfast until supper to get my housework finished, for I would have to stop every few minutes and rest. I was too played out to keep on the go. I took all kinds of treatment, but nothing did me any good, and I just kept getting worse all the time. It seemed like I was losing by strength every day and I lost weight until I was almost a living skeleton.

"My husband begged me to try Tan-lac, and just to please him I bought one bottle, and I tell you I woulan't take five hundred dollars for the good it has done ine, It strengthened me up right from the start, gave me a good appetite, and everything I eat agrees with me perfectly and I sleep tine. As I have already said. I have gained eighteen pounds and I believe I am the happlest woman in town and I believe I have a right to be. I feel six by fine in every

way.

"My friends are asking me what I have been deling to myself to look so much better, and of course, I tell them that Tanlae is responsible. I bolieve it is the best medicine over sold over a drug store counter.

"Yes, air, you are perfectly welcomed to use my statement in the papers, and I am only too cled to be

papers, and I am only too glad to be table to let the people know what this wonderful medicine will do for the sick. I believe anyons in the shape I was in will find entire relief with

Taniac, the master medicine, is sold exclusively in Anderson by Evans' Pharmacy—two stores,—Adv.

The auto owner finds the Want Ad the best medium of exchange

FOR AUDITOR

I hereby announce myself a candi-date for Auditor for Anderson county, subject to the rules of the Democratlo party election,
ANDREW P. FANT.

For Pailroad Commissioner

I announce to the voters of South Carolina that I am a candidate for Railroad Commissioner and hereby pledge myself to abide by the rules of the Democratic party.

FOR HOUSE OF REPRESEN TATIVES

I hereby announce myself a candidate for the House of Representatives for Anderson county, subject to the rules of the democratic party.

W. W. SCOTT.

I hereby announce myself a candidate for the House of Representatives for Anderson county, subject to the rules of the Democratic party.

J. A. DUNGAN.

I hereby announce myself a candidate for the House of Representatives for Anderson county, subject to the rules of the Democratic party.

W. I. MAHADTEY

FOR CORONER

I hereby uniquine myself a candidate for the office of Coroner for Anderson centry, subject to the rules of the democratic party. It has been my effective to the rules of the democratic party. It has been my effective to account to the first to account four years, 1808-13, I feel that I am capable, and I need the office.

J. HLVAN BRAILEY.

Levery manounce mysel; a candi-date for reciention to the debut of factors out anterest county, subject to the cules of the democratic are

2. 7. HARDIN.

HAVE GOOD WAGES **AND SHORT HOURS**

Some Interesting Figures As To Act ual Earnings Of Men On Southeastern Roads.

Washington, D. C .- In connection with the movement of train and engine employes for increased wages a frank statement of the earnings of men employed in freight service in the southeastern territory will doubtless be of interest.

For engineers the prevailing minimum rate in through freight service ranges from \$5.15 to \$5.65 per day for engines of ordinary types, in local freight service from \$5.25 to \$6.00 for engines of ordinary types, in both through and local freight service from \$6.25 to \$7.00 for Mallet type engines.

For white firemen on engines ordinary types the minimum rate ranges from \$2.75 to \$3.50 per day in through freight service, from \$2.00 to \$3.60 in local service; on Mallet engines in both through and local ser

vice from \$4.00 to \$4.25. For conductors the standard minimum rate in through freight service is \$4.10 per day, in local service \$4.50 per day.

For white brakemen the standard rate in through freight service is \$2.75 per, in local service \$3 per day.

The foregoing are the minimum daily rates that must be made by the railways to each employee in the classes named who does any work at all in a day, irrespective of how few hours he may be on duty or of how few miles he may actually run. These rates are paid for any work up to 100 miles , with additional pay for overtime if the run is not completed in the specified number of hours.

On the other hand, the earnings of employees frequently exceed these figures as the actual earnings depend upon the number of miles run and, in the case of fast freight runs, the earnings are muc! higher for comparatively short hours.

Taking as an illustration a fast freight train running over a division 150 miles long where the run can be made in 7 hours and 30 minutes, the engineer would receive for this 7 1-2 hours on caty the sum of \$8.10, the fireman \$4.70, the conductor \$8.15, and the white brakeman \$4.10. Thus while the first figures show the minimum, that can be paid an engineer, firezish, conductor, or brakeman for a day's work, the lat-ter figures show the wages that can

be and are being made by train and entine employees on fast freights on long divisions, such as are being run every day in regular service by a number of roads in the southeast for handling live stock, perishables, and other freight which it is necessary to move on expedited schedules. In yard cervice the standard rates

for white employees vary from \$3.00 to \$3.50 per day for day switchmen, and from \$3.20 to \$3.70 for night switchmen, and from \$3.50 to \$3.80 for day foremen, and from \$3.70 to \$4.00 for night foremen. These are the minimum rates that can be paid for a day or any part of a day up to 10 hours, after 10 hours pro rate over-time is paid.

Under the men's proposals the low est yard employees who now receive \$3.00 for a 10 hour day would re esive \$3.00 for an 8 hour day, or \$4.12 for the work at present per formed in 10 hours, and the nigh yard conductor now receiving \$4.00 for his 10 hour day would receive this \$4.00 for his 8 hour day, or \$5.50 for the work at present performed in 10 hours.

Trainman to pretend that the public has nothing to do with this business. The public has everything to do with it, as the brotherhoods will find, if they refuse arbitration and cast conservatism to the winds. The most cowardly government could not, in that case, shrink from its supreme duty of keeping the national highways open to commerce.— New Or-leans Times-Picayune.

Would Cut Farmers' Prices, Stop In dustry And Face Cities With Starvation

New York .- On one point related to the demands of the unions of train service employes for a heavy increase in wages the sentiment of the general public has been expressed in no uncertain terms. That is on the ques tion of a strike,

Declarations have come from every quarter that an interruption of trans portation will not be tolerated by the public, but will call forth Grastic ac tion. The enormous injury to the country that would result from a na tion-wide strike of train service em ployes is discussed by a writer in the March National Magazine, from which the following extract is taken:

What such a strike would mean to be American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part railway transportation plays in every industrial activity of the country.

realize who an intimate and vital part railway transportation plays, in every industrial activity of the country.

There is scarcely a person in any part of the land who would not be industrial of the millions of busily turning wheels on our nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by say panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seahoard it would mean a cutting off of the food supplies that would place the inhabitants virtually in a state of siege. In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation, therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, which the market value of more perishable articles would disappear entirely. The great incustrial plants of the country would soon be forced to blose down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plaints would soon be increased to be seeded for their operation, nor could they ship their finished products to market. Their plaints would soon be increased to be seeded for the plaints would soon be increased to be seeded to the respective of the whole country would be few purchasers. In short, the industrial activities of the whole country would be virtually palsied from the moment the railroads ceased to operate.

The railroads cannot purchase bet-terment materials in huge quantities and also devote the same money to the payrolls. If they yield to the de mands of the men they must abstaln from spending what they are planning to spend for purchaser, the result will be that the steel mills will drift back into slackness and the business boom just getting well under way will natten out, to the bitter cost of everybody in the country—De-troit Free Press.

The use of the huge new locomo tives and the long and heavy trains against which the Brotherhoods o treight trainmen, who are asking an enormous increase in wages, protest so vigorously, seems to have resulted in a rapid decrease in accidents to railroad employees, and a decided in-crease in their safety. The number of railway employees killed in ser-vice diminished from \$20 in 1911 to 452 in 1914, and th Jured from 6601 to 4823.

To pursue a dispute us to hour and wages on the theory that work ingmen are entitled to all that can be forced from employers and extorted from the people by employers is not the best way to promote the permanent welfare of labor.—New York World.

FOLLY IN DEMAND FOR SHORT TRAINS MADE BY UNIONS Might Just As Well Ask Coustry To Rolurn To Sailing Boats And Dr Carte

Washington, D. C.—To the public that pays every dollar of the railroad hill (and forty-five cents of every dol-lar paid for transportation is for wages) the leaders of the four brotherhoods of railway amployees wages) the leaders of the four brotherhoods of railway employees, who are demanding increased pay, may: "All the relivade have to do to meet our demands for higher wages is to abouten their trains, more treight more rapidly, and occape the penalty of overtime wages."

The failant of this statement, which

100



One Experience Convinced Me of its Value

"One of our salesmen demonstrated the value of the Long Distance Telephone to us. He was at Huntsville. Ala., and upon his own responsibility put in

Long Distance calls for fifteen merchants within a radius of several hundred miles.

"In less than one hour he had sold 2100 barrels of flour at a total cost to us of less than six dollars.

"Since then we have applied the Long Distance Bell Telephone to every feature of our business with most profitable results. The service is fine, the rates are reasonable and there is more satisfaction in one Long Distance Telephone talk than in half a dozen letters".

Every Bell Telephone is a Long Distance Station.



SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

Horses and Mules for the Army. to advertise for that number were received from Washington today by Captain C. E. Hawkins, quartermas-ter of the United States army, bids to be opened Monday.

San Antonio, June 21.—A band of armed Mexicans *0. rating about sixteen miles west of here is still at large. A sheriff's posse is hunting them. They confined their activities to impressing Texas Mexicans so far

For "Conscience" Fund.

Washington, June 21.—Two persons ceased their minds today by contributions to the "conscience" fund of the United States treasury, which was enriched recently by \$30,000.

One of today's offerings was for 8 cents from Alexandrie, Ind., and the other for 5 cents from a postoffice in Pennsylvania.

Excursion Fates VIA

Blue Ridge and Southern From Anderson, S. C.

St. Louis, Mo. \$25.65 Account Democratic National Con-rention. Tickets on sale June 9, 10, 11. with Beat limit June 25th, 1916

Detroit, Mich. \$27.75
Account American Medical Ausociation. Potents on sale June 7, 9, 10 with final limit June 21, 1/16

Account Whithrop College James e School Tickets on sale June 12, 13, 16, 28, 25, 30, with final limit, July

Nathville, Term. 312.50

Account Perbody Callege Simmer School. Toolets on sale June 15, 14, 15, 16, 18, 24, 2017 10, 25, 25, 21a limit is they from date of sale.

Charlesteville, Va. 313.20

Account University of Virelula Simmer School. Tichets on sale June 15, to 26 with final Jimit 16 says from date of sale. Ticket can be extended until September 20 by paying a top of \$1.00 Zaffalo, N. Y. 530.08

Kansas City, June 21—The government seeks 63,344 horses and mules for use on the border. Orders to advertise for that number were ATLANTA

CHATTANOOGA

Southern Railway **TUESDAY. JUNE 27**

From Columbia, Roci Hill, Gaffney, Union, Spartanburg, Greenville Greenwood, Abbeville, Anderson, Westminster and all Intermediate Points, the A. P. Harry St. (St. 1994) sa despoyed appropriate

SCHEDULE AND EXCURSION FARES: Acund Trip Excuraten Fare
to
Atlanta Chattanooga TRAIN NO. 12 Ly Pledmont
Ly Pelser
Ly Williamston ...9117 a m9:20 a m . ly Greenwood ... Ly Houges ... Ly Abbeville ... Ly Shoals Jut ... 9155 4 m. Donalds

Z2:05 p m

B. R. P. NO. 14.